

The Cottage Grove Sentinel

AND COTTAGE GROVE LEADER

VOLUME XXX

COTTAGE GROVE, LANE COUNTY, OREGON, FRIDAY, JANUARY 9, 1920

NUMBER 16

ROAD PROGRAM PROPOSED FOR LANE COUNTY

Report of Special Committee Adopted by the Taxpayers' Meeting Is Given.

Although The Sentinel expects to vigorously oppose the proposed road bond issue and to boost for the pay-as-you-go plan, it gives its readers herewith the proposed road program to be carried out with the proposed road bonds money, as adopted by the taxpayers' meeting.

The report of the special committee named to consider methods of financing road construction in Lane county has been completed. The committee recommends a \$2,000,000 bond issue.

Opposition to the plan to bond the county is divided into two fairly definite groups. Junction City members of the special committee announced at the committee meeting held recently that they will support no Lane county road program that does not include a road over the high pass into the Lake creek valley, and the Cottage Grove commercial club objects that the road map as adopted by the committee is not fair to Cottage Grove. There is also opposition to the bonding plan from those who prefer a special levy. This opposition is led by the granges, but has a considerable following among those not members of the grange.

"At the last meeting of the Lane county budget committee it authorized the appointment of a committee to consider a county road construction program and recommended the method of financing it.

Thirty-eight men from all parts of the county were selected to form this committee and it met at the court house on the 9th and 10th of December. After two days of discussion and deliberation they arrived at the following recommendations and beg leave to report to the taxpayers' meeting as requested.

"This committee recommends that a county road system of primary roads or roads of first importance to the general welfare of the county be adopted.

"That plans and specifications for the permanent location, grading, draining, and in most cases surfacing with a crushed rock or gravel macadam as hereinafter designated.

"That the construction of the roads mentioned hereinafter be commenced and carried to completion as rapidly as it can be done judiciously with economy.

"That these improvements will cost approximately \$2,000,000 and should be completed within five years.

"That the maintenance of present roads, improvement of roads of less importance as minor roads, should not be neglected during this period of constructing the primary roads.

"That the bridges of the county must be maintained and some of them rebuilt.

"That it is impossible to procure the funds from the regular annual tax levies within the constitutional six per cent limit to make any material progress on the construction of the road system recommended.

"Your committee finds that the county court has made the highest levies possible within the law during the last four years, namely, increased the levy each year the 6 per cent allowed, and during this four years has also received and expended about \$250,000 back taxes on railroad lands and in addition to this has done road work to the amount of \$80,000 in excess of the taxes received and issued the county's warrants therefor which are now outstanding and drawing 6 per cent interest.

"We therefore recommend: "1. That the question of bonding the county for the sum of two million dollars be submitted to the voters at a special election to be called for the same day as the primaries are to be held in May next.

"2. That such bonds shall be issued as the money is needed by the county court for road construction, not to exceed the amounts the county courts can use judiciously and economically and in no case to exceed \$500,000 in any one year.

"3. That such bonds shall bear 5 per cent interest payable semi-annually on the first days of June and December to be paid from the general fund after motor license fees are applied.

"4. That the bonds shall be paid off and retired in twenty annual installments beginning with the sixth year after the date of the bonds issued.

"Your committee recommends the adoption of the roads hereinafter designated as the county's primary road system and that the sums set opposite each project or road shall be set aside from the proceeds of such bonds to be used only upon the projects designated, and all moneys left, if any, in any such project fund shall reduce the total amount provided in the bond issue and to that extent reduce the total amount of bonds issued.

"It is not necessary to provide that no funds shall be used on any road not designated as the law already requires that none of the funds provided for one project can be used on another project."

BUCKLEY FAMILY STRONG ON NEW YEAR'S FOR BIRTHDAY

The Buckley family seem to have their own ideas as to starting the New Year right. A daughter was born this New Year's to Mr. and Mrs. J. L. Buckley. W. E. Buckley, a brother of Mr. Buckley, was born on New Year's day. J. L. Buckley lives at Reedsport; W. E. Buckley lives at Blaine, Wash., and their parents, Mr. and Mrs. J. W. Buckley, live here.

WATCH YOUR LABEL.

IT IS NOW LORANE TO THIS CITY BY THE WAY OF COUNTY SEAT

One of those who attended the road bond meeting in Eugene a couple of weeks ago objected to calling the Lorane loop "Eugene to Cottage Grove via Lorane." The roads are now in such condition between here and Lorane that it is now Lorane to Cottage Grove via Eugene. The roads between here and Lorane are impassable for motor cars and those from there who have had to come to Cottage Grove have had to come around by Eugene. Mr. and Mrs. Claud Schraack have been here all week sorting apples from the Lorane Orchard company's tract, some of which were slightly nipped in the recent cold weather. They made the trip here by the way of the county seat.

LIFE ON SIXTH STREET IS ONE DOG GONE THING AFTER ANOTHER

A resident on south Sixth street reports that pedestrians who try that street take their lives in their own hands. She reports that several dogs set as if they would eat one up and that when watching the dogs one is likely to drop through holes in the sidewalk in front of one piece of property.

WEATHER FOR DECEMBER IS MOST SEVERE KNOWN

The record of the local weather station kept by C. E. Stewart, government reporter, shows that the mean maximum temperature for December was 45 plus, the mean minimum 23 plus, the mean temperature 37 plus, the maximum 58 and the minimum 3.5 below zero, the coldest weather on record here. The snow fall was 5 inches, the largest on record, and the precipitation was 6.03, which also is unusual. There were 10 clear days, 11 partly cloudy and 11 cloudy.

For the same month in 1918 the maximum temperature was the same, 58, and the minimum was 17 above. There was snow fall and the precipitation was 3.36 inches.

HIGHWAY IS NOW OPEN FROM HERE TO WALKER

The new piece of Pacific highway between here and Walker is now open for traffic. While the road was being laid, a part of the old road was in use and a steep grade was used in getting onto and off of the new road. This grade is now eliminated, as well as several of the worst crossings on Pacific highway, the highway now taking the west side of the track all the way between here and Walker.

BIRTHS FOR DECEMBER WERE DOUBLE DEATHS

The report of Health Officer Oglesby for the month of December shows that there were 10 births and 5 deaths. Of the births, 7 were males and 3 females. Of the deaths, 4 were males and 1 female. But one case of contagious disease was reported.

The report for the year shows that there were 95 births and 55 deaths.

AUTOISTS MUST GET NEW LICENSE TAGS

The yellow license plate of 1919 ceased to function as evidence that the license fee is paid on the automobile carrying it at midnight, December 31. This does not mean in itself that the motorist will lose his right to use his car, although he has not yet become possessed of the new red plate of 1920, but it is presumptive evidence that he has and he is liable to arrest, and if he is arrested he must prove that he has filed an application for a 1920 license. District Attorney Ray has said that not many days of grace will be allowed.

During the first few days after the beginning of the new year the secretary of state's office is usually congested with applications, and it may take several days for his office force to catch up with deliveries of plates. When deliveries are again promptly made the peace officials of the state are notified, and thereafter motorists will be arrested and tried for violation of the laws. This latter is to disabuse anyone of the idea that he may be able to "fudge" on the authorities.

The secretary of state and the peace officials of the cities and counties are generally lenient with motorists the first few days of the year, but if they desire they can make it unpleasant for the dilatory motorist, and the safest way to do is to pay up immediately. If one doesn't it would be advisable to keep the car in the garage.

DECEMBER IS BRIDE'S MONTH DURING YEAR 1919

During the year 1919 the number of marriage licenses issued in Lane county showed considerable increase over 1918, due probably to the return of so many men from the service. Three hundred and forty-three licenses were issued, as against 285 for 1918. Neither year, however, equals 1917, when so many men entered the service, which is given as the cause for the large number of 377.

June, the bride's month, untrue to tradition last year, ranked third instead of first in the number of licenses issued, December being first with 45, August second with 40, and June third with 36. The smallest number issued in one month was in January, when the number fell to 8.

The number of licenses issued during each month last year was:

January, 8; February, 20; March, 28; April, 18; May, 21; June, 36; July, 35; August, 40; September, 32; October, 33; November, 27; December, 45.

Footprints of Old Pioneer Days

A prominent figure in the early pioneer days of this section of the valley was G. C. Pearce, the first postmaster of Cottage Grove, and the man who gave Cottage Grove its name, although he never lived in what is now known as the Cottage Grove country.

Mr. Pearce arrived here in 1852, settling about a quarter of a mile north-east of Creswell. With him were his wife and their four daughters, Emily.



G. C. PEARCE
Cottage Grove's first postmaster

Laura, Georgetta and Josephine. Laura (Mrs. McClure) died a short time ago at her home near LaGrande. Georgetta married Silas W. Titus, now lives in Eugene, and has visited here at the home of her grandson, Dr. H. W. Titus.

Mr. and Mrs. Pearce each took a donation land claim, totaling 320 acres. Later a half interest was sold to Stephen Martin, who was the father of N. H. Martin, a former resident and city councilman of this city. The latter is living somewhere in the state. Mr. Martin followed Mr. Pearce as postmaster.

The manner in which Cottage Grove got its name is familiar to all and has been related in the pioneer stories of The Sentinel. Mr. Pearce built a cottage in a grove of oak trees and when he got the postmastership at his place

STEERING GEAR GONE, CAR ENTERS GARAGE BY WAY OF PLATE WINDOW

It was only a coincidence, of course, but a few moments after a sign had been put up at the Spray, Long & Crum garage directing traffic to "drive in slowly," Ellsworth Damewood drove his car into the large plate glass window alongside the entrance and completely demolished it. He said he saw the sign but there was nothing on it that said to come in through the door. He had just started his car when it took a header for the window. An examination showed that the steering gear had become disconnected.

REV. GITTINS, FORMER PASTOR HERE, IS DEAD

Salem Statesman, Dec. 30: Rev. Leslie Gittins, former pastor of Edw. Methodist church, of this city, and a well-known Methodist minister of the state, succumbed to a stroke of paralysis yesterday morning at the home of his daughter, Mrs. W. J. Mishler, at Woodburn. Rev. Gittins, since entering the Oregon conference in 1884 has been active in the church work of the state and was considered one of the most successful ministers of the state.

With his family Rev. Gittins went to the home of his daughter on Wednesday night to spend Christmas, which was happily spent with Mrs. Gittins and all his children. Friday he was stricken with paralysis which resulted in his death yesterday.

Edward Gittins was born in England in 1849 and came to the United States when he was 21 years old. After entering the ministry in Ohio he came to Oregon in 1884 and entered the Oregon conference. For two years he was pastor at the Leslie Methodist church. His ministry in Oregon included many cities in southern Oregon, as well as Amity, Tillamook, Woodburn and many others.

In 1916 he retired from active work because of poor health, having had a partial stroke at that time. He then did supply work at Fargo making his home at Woodburn. In 1917 he again moved to Salem with his family.

Rev. Gittins is survived by his widow, three daughters, Mrs. Harry Mishler, of Woodburn, Mrs. Paul Brown, of McMinnville, and Miss Margaret Gittins, of this city, one son also survives him, Robert, of Williamina. Another son, Edward Gittins, Jr., died in 1918 at Camp Lewis while in the service.

The funeral services will be conducted by Rev. H. N. Aldrich, assisted by other clergymen, at 2 o'clock Wednesday afternoon from the Leslie Methodist church.

Rev. Gittins formerly was pastor of the church here.

Captain Steer Is Dead.

Captain T. A. Steer, pioneer steamboat operator on the Siuslaw river, died at the Harrisburg hospital Wednesday of last week after a surgical operation. The remains were taken to Mapleton for interment. Captain Steer is said to have taken the first gasoline boat to the Siuslaw and was the first to operate a tractor in the valley.

he named the postoffice Cottage (in the Grove). Later it was moved to the Hamilton place north of Baginaw and later to this settlement, carrying the name with it, although the peripatetic postoffice had then wandered a distance of ten miles or more from its original location. Some of the trees from which Cottage Grove took its name are said to be still standing on the old place, long since passed out of the ownership of the Pearce family.

Mr. Pearce was a carpenter by trade and before coming to Oregon had visited in California during the gold strike. He took with him a number of portable houses, which he sold at a good profit. He returned to the east, invested all his money in more houses and started for California with them to make his fortune. The ship went down in a storm, taking the houses with it, but Mr. Pearce was rescued and reached San Francisco by another boat with his carpenter tools, which he had saved from the wreck. Carpenters were in great demand and he had hardly disembarked from the boat before he was offered a job and he had the honor of driving the first nail in the first structure on Knob hill, now one of the popular residence sections of San Francisco.

He prospered and soon opened a hotel on Market and Kearney streets, but he tired of life away from his family, sold out the business, returned to Ohio and with an ox team started for Oregon, not knowing that he was to give Cottage Grove its name and become a pioneer character. The cottage which he built in the grove was on the old California stage road, the only artery of traffic along the coast in those pioneer days. Mr. Pearce sold his place in his later life and moved to Eugene, where he is buried. The original tombstone disappeared and a new one has been erected in its place. He died in 1871 at the age of 62.

Mrs. Pearce and daughter Emily are buried on the old place, the burial plot being in a field. An attempt was made some years ago by the Titus family to remove the bodies, but so few of the bones could be found that the idea of removal was given up. The burial plot was purchased from the then owners of the place and flat tombstones erected that do not interfere with the cultivation of the rest of the field. A large part of the old place is now set out to orchards, but the present owners are not known to the members of the family, it having been cut up into several tracts.

Cottage Grove sportsmen are highly incensed over the information from reliable sources that the fry which they have planted in recent years at so much trouble and expense were salmon fry instead of the trout fry they thought they were planting. The salmon, of course, leave within a year, never to return, and this is thought to be the explanation of the fact that the fishing here has not been as good in recent years as it used to be. The fry came from the state fish and game commission and were turned over to the rod and gun club to be placed in the streams of this section.

Garage Building Going Up.

Work was resumed last week on the Woodson garage and several days of work has made quite an impression on the second story. With fair weather it will be but a short time until the roof can be put on.

ODD FELLOWS LODGE AND REBEKAHS INSTALL

The Odd Fellows and Rebekah lodges held joint installation Saturday night. There were about 150 present and a banquet followed. The following officers were installed:

Odd Fellows—Alfred Beidler, N. G.; Silas Ramsey, V. G.; A. E. Burrows, secretary; Geo. M. Hall, treasurer; Roe Aubrey, L. G.; Mallie Miller, O. G.; J. H. Bennett, warden; Henry Rohde, conductor; A. E. Hambley, R. S. N. G.; C. M. Jackson, L. S. N. G.; V. S. Goff, R. S. S.; John Graber, L. S. S.; W. N. Hubbard, R. S. V. G.; Albert Stocks, L. S. V. G.; Richard McCargar, chaplain.

Rebekaahs—Mabel McKibben, N. G.; Clara Stevens, V. G.; Linnie Sterling, secretary; Lizzie Hall, treasurer; Mabel McKibben, L. G.; Minnie Wilson, O. G.; Rena Cox, warden; Mrs. C. A. Kurrie, conductor; Susie Garoutte, R. S. N. G.; Lavetta Johnson, L. S. N. G.; Katie Burrows, chaplain; Anna Elledge, R. S. V. G.; Glennie Frost, L. S. V. G.

Marion Veatch Entertains Newsies. Eugene Register: "You bet we did" and "I'll say we did" were only a few of the expressions of Eugene newsies and paper carriers after they had been the guests of Marion Veatch for New Year's dinner at the Y. M. C. A.

Forty-one of the 50 boys invited were present for the banquet which followed an hour in the gymnasium and an hour in the swimming pool. The menu which the boys were served included chicken pie, mashed potatoes and gravy, cabbage salad, hot rolls, ice cream and cake, and cocoa, to say nothing of jellies, candies and fruit.

It Is West Side Garage Now.

L. L. Harrel, who took over a portion of the business of Woodson Brothers on January 1, including the agencies for the Dodge, Buick and Chevrolet cars, and who will take over the Cottage Grove garage as soon as Woodson's new building is completed, will change the name of the garage to the West Side garage.

DARK CARS BLOCK MAIN AVENUE ON NIGHT OF THICK FOG

A driver of a motor car, who has never himself had an accident, reports that upon a recent foggy night he drove down Main avenue and counted thirteen cars parked without a light of any kind. The fog was so heavy that it was impossible to see a car but a few feet ahead unless it had a light. He thinks it was a miracle that no accidents were reported that night.

Upon another night this same driver came around the corner, hugging the curb, as provided by ordinance, and nearly took the rear end out of a car parked within a few feet of the curb, which manner of parking is one of the most dangerous forms because the car can not be seen around a blind corner and because it compels a driver turning the corner to go out into the middle of the street, thereby endangering other traffic.

Two cars collided on Main avenue Monday, said to have been due to carelessness on the part of one driver. The names of the drivers were not learned.

FIFTY COCKERELS GO OUT IN ONE SHIPMENT TO WASHINGTON

What is thought to be the largest shipment of cockerels ever to leave here left the Wm. Hands & Son chicken farm a few days ago. There were 50 cockerels in the shipment and all were for breeding purposes. They went to two poultrymen in Washington state.

LITTLE LAD FALLS 12 FEET; SLIGHTLY INJURED

Little Colin Garoutte, son of Mr. and Mrs. W. A. Garoutte, had a narrow escape from serious injury Sunday. He accompanied his father to the docks of the W. L. & E. Co., and in wandering around accidentally fell off of the highest dock to the ground 12 feet below striking on his head and shoulder. He missed striking the rails of the O. P. & E. railway by a margin of a few inches. There were no visible injuries except a gash on top of the head but he remained in a slight stupor for a day or two, although now fully recovered.

COW STRIKES HIM ON HAND AND CRIPPLES HIM

L. R. VanNortwick is nursing several broken bones in the upper part of the right hand, which he sustained when one of his cows threw her head around and struck him a severe blow with one of her horns. It is now impossible for him to milk his herd, and his father, F. B. VanNortwick, is filling in on the job. The younger VanNortwick may never recover the use of the hand to such an extent as to be able to again do the milking.

THE ELITE IS SOLD BUT REMAINS IN THE FAMILY

The Elite confectionery has changed hands for the second time within a month. M. P. and Earl Garoutte have sold to Mrs. W. A. Garoutte and Jack Callahan. Mrs. Garoutte is a daughter-in-law of M. P. Garoutte and a sister-in-law of Mr. Callahan.

NEWSPAPER IS FARMER'S TRAVELING SALESMAN

Oregon Agricultural College, Corvallis, Jan. 5.—The short course on using the home newspaper to sell farm produce, which was offered at O. A. C. Farmers' Week, December 29-January 3, received wide-spread attention from the farmers.

"The value of such a course to the farmers cannot be emphasized too strongly," says Homer L. Roberts, formerly a news writer for the Malheur Enterprise, now a student in industrial journalism. "The home press offers the quickest and cheapest route to a seasonal market. The newspaper is the farmer's traveling salesman."

"I know of a farmer who had a new strain of seed wheat peculiarly adapted to his locality, which he desired to introduce to his neighbors. He advertised, and the supply of seed was quickly exhausted. The stockman who raises purebred stock will find that the home paper will place him in touch with just the buyer with whom he wants to deal."

Fruitgrowers will find these advertising lectures of immense practical value, Mr. Roberts predicts. He has seen the plan worked out in the Brogan peach section of Malheur county. The grower advertises his fruit, the prices, and the time the fruit will be ready, with the result that much of the crop is sold in his own neighborhood.

The art of writing ads, that sell, preparing copy for the press, and the distinction between reader and display advertising, are points which will be considered in the course of farm advertising which will be conducted by C. J. McIntosh, of the department of industrial journalism.

Offer of Composition Made.

An offer of composition was made Monday to creditors of the Grove Lumber company by George M. Hall, representing the Bank of Cottage Grove, at a meeting in the office of Judge J. G. Wells, in Eugene, presided over by Judge Cannon, judge in the bankruptcy court, from Portland. The offer will be heard at a later meeting of the creditors.

Every day or two a government official comes out with a statement that living costs are going to decline slightly right away—and at the same time every business house receives from the wholesalers notice that prices have gone up.

OREGON PAYS HIGHER GAS BILL THAN OTHERS

Special Legislation Is Said to Confer No Beneficial Results Upon Users of Fuel.

The following statement comes from the offices of the Standard Oil company:

"A recent statute of Oregon requires that gasoline shall be 56 degrees gravity Baume to be salable in that state. All gasoline marketed by Standard Oil company (California) outside of Oregon has a Baume gravity of approximately 54 degrees. The effect of the Oregon legislation will require the special manufacture of the gasoline sold in that state, and a resulting advance in price. The supply for Oregon will be affected by the fact that general stocks of gasoline, with the accompanying equipment, will be unavailable for consumption in Oregon.

"It might be expected that legislation imposing such burdens and inconveniences on the public has for its object some definite benefit and is grounded on some sound consideration of public interest. Such, however, is not the case. No greater efficiency will be obtained by the consumer from gasoline of 56 degrees gravity than from the gasoline regularly refined and sold in other states. On the contrary, the gasoline furnished in California and Washington and elsewhere gives better results in power and mileage than the gasoline which must be especially made for Oregon. Not only does the public find gasoline of the usual grade satisfactory, but its quality conforms to the specifications prescribed by the United States government in its purchases. On the other hand, Oregon gasoline will be more expensive to buy, more difficult to make, and will reduce the volume of gasoline extraction from crude oil.

"While the legislation is burdensome, with no compensating benefit, its theory is unsound and ill-conceived. Gravity is a poor measure of the quality of gasoline. The accepted standard for the measurement of gasoline quality is its range of boiling point. This is indicated in the report of the United States fuel administration committee, in which it is said:

"There are no gravity limitations in the specifications for aviation gasoline, nor in the specifications for motor gasoline, for it has been found that gravity is of little or no value in determining the quality of gasoline."

OLDEST DRUGGIST HERE SELLS TO W. J. WHITE

J. S. Benson, who has been in the drug business here for more than 25 years and who was the oldest druggist and probably the oldest business man in the city in the number of years he had been here, has sold the business to W. J. White, who came here several years ago from Goldendale, Wash., and bought the Arcade theater, which he will continue to operate.

Officers of W. R. C.

On account of several errors in the names of the newly installed officers of the women's relief corps, as published last week, the following complete list is republished: Emma Tompkins, president; Malinda Aubrey, S. V. P.; Sarah Kerr, J. V. P.; Alta Hart, secretary; Elizabeth Fahrwald, treasurer; Mahala Teeters, chaplain; Anna McKeaynolds, conductor; Eliza McKibben, guard; Emma Miller, patriotic instructor; Fannie Godard, press correspondent; Lela Spray, musician; Laura McKernan, Ellen Owens, Emma Miller and Aleinda Hawkins, color bearers.

Cannery Meeting Monday.

The annual meeting of the Cottage Grove cannery will be held at 10 o'clock next Monday. Several matters of considerable importance are to come up for consideration and it is desirable that there be a large attendance of stockholders.

—a few merchants, and the number is getting fewer every day, have the idea that they are so well known that they do not need to advertise.

—the merchant who takes this view is taking a different view than those who do the buying and he will note that the advertisers are enlarging their stocks and business each year while his remain the same or are dwindling, and those who know him so well are doing some of their trading with the fellow who uses the newspapers to ask them to come there to trade.

—no merchant can afford to cater only to old customers, especially in the west where populations change so rapidly.

—a growing business must seek new trade.

—advertising will bring new customers and keep the old ones interested.